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CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
CD NO.

50X1-HUM

COUNTRY USSR

SUBJECT Transportation - Railroads

HOW PUBLISHED Thrice-weekly, daily newspapers

WHERE PUBLISHED Moscow; Kiev

DATE PUBLISHED 9 Feb - 11 Mar 1951

LANGUAGE Russian

DATE OF INFORMATION 1951

DATE DIST. 12 Jun 1951

NO. OF PAGES 4

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

DISPATCHING, EMPTY RUNS, TRAFFIC ROUTING ON USSR RAIL NET NEED IMPROVEMENT

DISPATCHING OF SOME FREIGHTS LAGS -- Moscow, Gudok, 11 Mar 51

For the railroads, the most important qualitative index is the fulfillment of the state plan for carrying for all freights, without exception. Therefore, it is not normal when many okrugs and railroad systems, in the face of an overall fulfillment and even exceeding of the plan, lag in the shipment of various important freights. In March, while loading coke, peat, refractory materials, iron and manganese ores, tractors, grain, agricultural machines, and several other important freights in excess of the plan, the railroads are lagging with the shipment of coal, petroleum products, mine shoring, cement, and fluxes. Carrying of these freights was behind schedule in the first 2 months of 1951 also.

Many railroad systems still continue to lag in the completion of the plan for dispatching timber. During 8 days of March the Gor'kiy System was 600 cars of timber behind in its shipments, the Kazan' System was 248 cars behind, the Sverdlovsk System was short 1,120 cars, and the Krasnoyarsk System, 1,096 cars. Empty cars for these systems are available, but they are sent to the nearest stations, while those farther away go without. The Sverdlovsk System is not taking the necessary steps to increase the removal of timber, primarily mine shoring for the Kuznetsk Coal Basin, from the Tyumen' Division. And on the Kazan' System, the head of the system has been reprimanded by the Ministry of Transportation for failure to ship timber.

A system of preference of delivery has been introduced for cars to be loaded with forest products shipped by "Glavlesosbyt" (Main Administration of Timber Sales). Cars must be delivered to all stations without exception where there is mine shoring to be shipped and in the quantity needed by the shippers, independently of the plan. Mine shoring must be loaded primarily in open-top cars so that the cars can be most productively used at the unloading points, i.e., for the loading of coal.

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The Ministry of Transportation, in conjunction with client ministries and departments, has established for March an increased assignment for shipping many of the most important freights. This assignment provides for making up the lag permitted in January and February and for unconditional execution of the first-quarter plan.

Some of the heads of railroad systems are raising the question of increasing the working inventory of freight cars. They claim that it is necessary to take some cars out of reserve. These are mistaken, harmful ideas! The cars in the present working inventory are completely sufficient even for increased carloadings -- provided, of course, the norm for freight car turnaround time is met.

The proper attention is not being given everywhere to the carrying of freights for the spring sowing. On the Perm' System the shipment of fertilizers is lagging, and in Baku shipments of Diesel oil for agriculture were 120 tank cars short during the first 8 days of March. Measures have not been taken on all railroad systems to expedite the removal of freights from areas inundated by spring floods. In another month or month and a half navigation will open, and on many river wharves freights traveling by mixed water-rail transportation have been lying since fall.

Kiev, Pravda Ukrainy, 10 Mar 51

By failing to supply a sufficient number of empty railroad cars, the Administration of the Stalin Railroad System is impeding the shipment of metal from the Dneprodzerzhinsk Metallurgical Plant imeni Dzerzhinskiy.

FAST FREIGHT MOVES AT SNAIL'S PACE -- Moscow, Gudok, 9 Feb 51

Special fast freight trains run on the Moscow-Tbilisi line to deliver freight at high (passenger-train) speed. The run from Moscow to Tbilisi and back should take 28 days, but actually the fast freight trains take 35-40 days. The reason is that the numbers and weights of the fast freight trains are changed en route, and cars are coupled to and uncoupled from the trains without authorization.

The fast freight trains are delayed especially in the Voronezh, Rostov, and Makhach-Kala rail centers. In Kochetovka, cars bearing the seals of a transport expediting office are uncoupled and dispatched with other trains, and the fast freight train, reduced already to 8-10 cars, is held for a long time waiting for tonnage, and after it is finally made up, it is dispatched as a local.

The fast freight trains carry very important freight, and the freight charges for goods carried in them are twice the charges for slow freight. However, freight sent by slow freight often reaches its destination ahead of the fast freight.

The average speed including stops of the fast freight trains is often reduced to 4-5 kilometers per hour.

REDUCTION OF EMPTY RUNS URGED -- Moscow, Gudok, 11 Feb 51

Reduction of the run of empty freight cars is one of the greatest reserves for accelerating freight-car turnaround time and increasing the profitable operation of railroad transport. Although empty runs have been reduced somewhat in comparison with 1940, they are still very high and total 37 percent of loaded runs. The reduction of empty runs on the USSR network as a whole by one percent would accelerate freight-car turnaround time by about 2.5 hours.

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Empty runs can and should be reduced considerably by improving the planning of carrying and the organization of freight operations and train movements.

In this connection, the correct organization of loading for destinations is extremely important. This applies particularly to loading effected on the railroad systems of the Donets and Ural-Siberia railroad okrugs. In 1950 the systems of the Donets Okrug received an average of 586 cars per day too few for loading, and the systems of the Ural-Siberia Okrug were an average of 355 cars short per day. During various months the Donets Okrug lacked 1,000 cars and more for loading per day and the Ural-Siberia Okrug lacked up to 600 cars per day. To compensate for these shortages it was necessary to send in empty cars, and as a result, increase the length of empty runs.

Fulfilling the plan for carrying according to destinations depends much on the clients. In the existing situation the clients have the right to change the destination of the freight being carried and send it to a nearer destination than that provided for by the plan. Therefore, there are numerous cases where the client, as a sort of insurance, plans the shipment of his freight to a further point, and then readdresses it to a nearer point. This system causes serious irregularities in the planning of freight flows and makes it necessary to cover the shortage of cars by increasing the empty runs of cars. This system must be changed. The responsibility of clients for strict observance of the carrying plan by destination should be increased.

Extremely important for the reduction of empty runs is the reduction of the so-called "exchange of cars according to type." Many systems use one type of car for loading while unloading another type. Thus, the South Ural System unloads up to 700-800 open-top cars per day and at the same time receives for loading up to 400 flatcars and boxcars. A considerable number of empty open-top cars must be sent to the systems of the Urals and Siberia not only from the adjacent systems of the Volga area and Central Asia, but even from the Central Okrug, and this necessitates huge empty runs. At the same time, the excess of flatcars released on the systems of Central Asia must be sent to the systems of the Central, Donets, and even Western okrugs. Things have even gotten to the point where the same enterprises dispatch a surplus of empty open-top cars and at the same time receive for loading empty flatcars. If it is considered that the metallurgical combines receive as a rule bulk freights -- fluxes, refractory materials, casting sands, coal -- which could be carried also in flatcars, it is obvious that with the correct organization of these carryings the sending of empty flatcars to the combines could be completely avoided.

If loadings from the western part of the network for the eastern part were increased by 400-500 open-top cars per day, the dispatching of empty open-top cars to the systems of the Ural-Siberia Okrug could be eliminated completely. Similarly, the Gor'kiy System continually needs flatcars. At the same time, coal coming from the Moscow-Donbass System to the Gor'kiy System is loaded only in open-top cars. The Administration of the Central Okrug has directed the Moscow-Donbass System to send some of this coal only in flatcars.

Many systems still do not make full use for loading of the empty cars going through in transit, mainly because such loadings are not counted toward their assignment completion unless the general carloading plan is completed.

Runs of the same type of car in opposite directions should be reduced. One reason for this inefficient operation is the insufficiency of car-cleaning installations in the face of the present freight flows. It is necessary to increase the number of disinfecting and washing points and place them so as to reduce to a minimum the hauling of empty cars in opposite directions.

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SEES INCREASE IN LONG-HAUL TRAINS -- Moscow, Gudok, 2 Mar 51

Organization of long-haul trains (trains made up to travel at least 500 kilometers without processing en route) is one of the most important means of reducing the cost of carrying. In 1951 it will be necessary to increase the number of trains loaded for long hauls by more than 12 percent over the 1950 figure. A one-percent increase in long-haul trains gives a yearly economy of more than 20 million rubles.

Eight basic freights -- coal, petroleum and petroleum products, timber, construction materials, firewood, grain, metal, and ore -- comprise more than 70 percent of all loadings of the railroad systems. At the same time, the concentration of the points of shipment and destination of these freights is very great: up to 70 percent of them are dispatched by about 600 stations, and about the same proportion is received by about 500 stations. This situation creates exceptionally favorable conditions for the organization of long-haul trains.

FEBRUARY TURNAROUND ACHIEVEMENT -- Moscow, Gudok, 4 Mar 51

In February the following railroad systems completed or almost completed the assignment for freight-car turnaround time: Far Eastern, Sverdlovsk, Southern, L'vov, Moscow-Kiev, Transcaucasus, Kalinin, Leningrad, October, South Donets, Perm', Southeastern, Southwestern, Kirov, Vinnitsa, Estonian.

The Primorskiy, Tashkent, and Azerbaydzhan systems succeeded in reducing turnaround time considerably, but did not meet the established norm.

The following systems were the least successful in regard to turnaround time: Turkestan-Siberia, Orenburg, Ryazan'-Ural, Karaganda, Tomsk, North Caucasus, Ordzhonikidze, Stalingrad, Lithuanian, Latvian, and Odessa systems.

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